

# Hawaiian Gazette.

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HONOLULU, HAWAII TERRITORY, TUESDAY, JUNE 13, 1911.—SEMI-WEEKLY.

WHOLE NO. 8551

## YOUNG HAWAIIAN CRUSHED BY AUTO

**Joseph Kalana Killed by  
Overturning of  
His Car.**

**WAS SOLE OCCUPANT**

**Fought With Death and  
Lost at the Last  
Moment.**

In one of the worst automobile accidents in years, Joe Kalana Jr., driving Sonny Guy's seven-passenger Locomobile, lost his life yesterday afternoon at the hill on the west side of the Heeiea beach strip. The car had turned completely over, crushing him beneath it. He was its only occupant, and from what can be traced of the accident, it appeared to have happened so suddenly that had there been others in the car they must surely have lost their lives or suffered serious injury.

No one, so far as known, saw the tragedy, although it is believed two had just passed him, one probably forcing him off the center of the road and causing the accident. The identity of these cars has not yet been discovered. It was forty-five minutes after the accident had happened before he was found, and he was already dead at that time.

Kalana was on his way to pick up a load at the Peck place at Waikane, where a party was in progress, and was preceded by Chauffeur Levy in another car. He was late, as he had had a slight accident earlier in the afternoon at Thomas Square. Here one of his tires had blown out and another had to be brought from the garage.

**Find Chauffeur Dead.**  
He passed the Kaneohe courthouse about six o'clock, and it was a little before seven that Police Officer Kellett of Kaneohe was notified of the accident, Levy having found him on his way back.

Sheriff Jarrett and Doctor Moore, assistant city physician, went to the scene last night as soon as notified, arriving a little after nine o'clock. A large crowd was around the machine, but nothing had been done and the body was still in its original position.

From what could be learned from the silent testimony of the tracks made by the wheels, Kalana had fought with death for a few horrible seconds and had met his fate at the very moment when he had reached safety.

It is now believed that the second of the two cars which were seen at Kaneohe going in the opposite direction some time after he had passed had been indirectly responsible for the tragedy. Kalana was apparently taking the hill at a fast clip owing to his being late and also to the fact that the hill is a difficult one to climb.

He had got but a short way up when he turned to the right, where the road was extended sufficiently to give him room. The movement was palpably made to avoid a car coming down and Kalana, thinking the room sufficient, as indeed, it was, did not slacken speed.

**Strikes Fatal But.**

Forty feet from the place where his tracks first turned from the road there is a clump of kiawe trees and beneath these a deep gully worn by the rains, about a foot across. He did not see it until too late and struck it with a great deal of force, breaking the spokes of his right front wheel. The impact of the blow threw his car to the right and as the grassy extension of the road suddenly ended, he found his entire car on a treacherous slope of fully forty-five degrees.

It is a marvel to those who examined the tracks last night that the car did not turn over and roll down the long slopes to the edge of the water, and the fact that he continued to go up the hill parallel with the road on this slope proves that he was going at a terrific clip.

Undulations in the line of the tracks shows where the horrified chauffeur had again and again tried to bring his heavy machine into the road but each time a bush or rock had thrown the car still further down the slope.

**Fights for Safety.**

Kalana was a powerfully built man, weighing almost three hundred pounds, and all muscle, and he made one supreme effort where the slope became steeper and it was a case of getting on the road or going down the hill. He wrenched the front wheels completely around and reached the road safely. But for some reason he lost control of the car, and instead of forcing it straight again, it shot directly across the road, and the left-hand wheels, following the law of impetus, raised from the ground and the car turned completely over.

(Continued on Page Eight.)

## POLICE FACING MURDER MYSTERY

**KAHUKU KOREAN KILLED IN  
MYSTERIOUS MANNER  
—NO CLEWS.**

Added to the great amount of work which has been forced upon the police during the past week, Sheriff Jarrett and Chief McDuffie are now working on a baffling murder mystery that bids fair to go on the record of the unsolved. The fact that it was a murder was not proved until yesterday, when the post-mortem on the body of the victim, a Korean named Kim Young Sun, was held.

First word of the crime reached Sheriff Jarrett at Wailana where he was spending the week end, Sunday, being brought down from Kahuku by the conductor of the train. The sheriff traveled over to the northern plantation by the afternoon train, sending word to the city by the same train that had brought him the news.

In compliance with his instructions, Chief McDuffie left late Sunday afternoon in a special auto with Doctor Moore, assistant city physician, Special Officers Woo and Bergan and the police dog. Going by way of the Pali they arrived rather late, but at once took up the case.

**Strange Case.**  
The Korean was lying on the floor of the room, face downwards. It appeared as if he had staggered into the room after receiving his wounds and attempted to reach the bed, for the mosquito netting had been torn down on one side. The only mark on his body apparent at first was a bruise over the solar plexus. There was a slight hemorrhage from the nose and some vomit.

The post mortem showed that five ribs had been crushed in, one, at least cutting the spleen in two, the man dying from internal hemorrhage. While there was considerable doubt as to whether he had been struck at all the autopsy showed that he had received three blows.

One, made by a hard, smooth, round instrument, had glanced over his ear, leaving but little mark. The second had been over the solar plexus, and the third had broken in his chest and proved fatal. When the room was examined nothing was found in it capable of dealing such a blow, and it is now the theory of the police and surgeons that he was struck outside and carried in by his assailants. Doctor Moore does not believe that the man could walk after receiving the injuries he did.

**No Motive Known.**  
There appears to be little apparent motive for the crime. He had been last seen Saturday evening at seven o'clock, when he had been drinking with several Filipinos, and was found dead at ten o'clock Sunday morning.

He was known to have always taken care of his pay envelopes with great care, and these were all found, with the exception of the last one, with which he had been paid off Saturday for his (Continued on Page Eight.)

**WILL NOT ARBITRATE.**

CLEVELAND, Ohio, June 13.—All hope of settling the strike of the union garment workers in this city has been abandoned at this time. Efforts yesterday to bring about arbitration of the trouble failed. A great deal of violence has marked the strike so far.

## FOUR CRUISERS ARE COMING TO HAWAII

With the release of cruisers of the Pacific fleet from duty along the Mexican Coast and southern California, with many ordered to Mare Island, where repairs and changes in the superstructures will be completed, it is expected that at least four of them will be ordered to Hawaiian waters early this fall.

Among service officers it is understood that orders are to be issued this summer detaching a portion of the fleet for service here, and the entire fleet may eventually be ordered here if there is no other emergency call for them this year.

In the event of their coming to Honolulu, the long-expected joint army and navy maneuvers may take place, as it is understood that the coast artillery will be given a chance to show what they can do with the big mortars at Diamond Head and the straight-shooting rifles at Pearl Harbor.

The searchlights at Diamond Head are now in perfect shape for service, and each one can throw a beam far out at sea and pick up moving vessels, although their lights may be doused for the occasion.

**CAMPBELL ON SIERRA.**

Agent A. J. Campbell, who was expected on the Mongolia yesterday from Europe, via San Francisco, failed to arrive, but he has cabled to Dr. Victor H. Clark of the board of immigration that he will arrive on the Sierra next Friday. Mr. Campbell has been in Europe rounding up immigrants, and the party which came on the Otteric was secured by him. It is believed he has many others ready to come to the islands as soon as a steamer is ready to bring them.

## SPECIAL COMMITTEE PROBING THE SUGAR TRUST MAY BE SENT TO HAWAII TO LOOK INTO THINGS

By Ernest G. Walker.  
(Mail Special to The Advertiser.)

WASHINGTON, May 31.—The special house committee on the investigation of the sugar trust is developing some interest for Hawaii. It is yet to be determined whether a subcommittee will be sent to Hawaii, but Representative Hardwick, chairman of the special committee, has the matter under consideration.

Former Judge Ballou, who has now taken up his duties as the representative of the planters' association, is keeping track of the work of the special committee, because of its importance to Hawaii.

Former Judge Hatch, with Miss Hatch, left here today for Honolulu. His son, Ollie Hatch, has gone to Annapolis, where he becomes a member of the entering class at the Naval Academy on an appointment from Senator Perkins, of California.

## FIGHT AGAINST DUTY ON SUGAR

**ATTACK ON TARIFF BASED UPON  
HATRED OF SUGAR TRUST  
BY RIVALS.**

NEW YORK, May 26.—A commercial war has been begun against the sugar trust, known on the stock exchange as the American Sugar Refining Company.

While nominally started in behalf of the much-maligned consumer, the war is really concerned with a desperate attempt to wrest from the sugar trust its most powerful line of defence, the tariff on raw and refined sugar.

Under the leadership of the Federal Sugar Refining Company, which is and has been the most virile of all the independent refineries, a campaign is being prosecuted throughout the country at the expense of hundreds of thousands of dollars, for the purpose of persuading congress to revoke the tariff on sugar as it exists under the Payne-Aldrich tariff law today.

Wholesale grocers all through the country have been enlisted in the fight, and they are giving not only their time but their money toward furthering the campaign. A number of these firms have deputized members to act as members of a committee to conduct the campaign, and the list of committeemen is a geographical indication of the wide-spread importance of the fight.

**"Free Trade" the Slogan.**

"Free Trade for Sugar," is the slogan of the campaign, and though complete free trade might seriously affect some of these grocery firms, especially at first, they are willing to "take a chance," first in the hope that by so doing they will break down the great monopoly barriers of the sugar trust, and secondly because they believe that free sugar would so increase (Continued on Page Eight.)

## NO OFFICIAL WORD OF ANY LABOR RAID

No word was received yesterday by any of the plantation agencies or the officials of the planters' association regarding the "labor raid" supposed to be on foot at Koloa, Kauai, in which a steamer from the Coast and a white man recruiter among the Garden Island Filipinos are concerned.

E. E. Paxton, a member of the labor committee of the planters' association, stated yesterday that no word had come from any of the plantation managers of Kauai, either to the association or the Honolulu agents. This silence on the part of the managers induced him to the belief that there can be nothing in the report received by The Advertiser.

An inquiry was sent to the Kauai correspondent of The Advertiser yesterday afternoon, asking what developments, if any, there might have been since Saturday. The answer received from Lihue was:

"Rumor is still afloat, but nothing definite in the way of confirmation or denial has been received from Koloa."

## TIDAL WAVE WITH A WIG WAS TOO MUCH FOR PATIENT AT THE KALIHI HOSPITAL

An exciting afternoon was spent by the attendants at the Kalihi Receiving Station hospital, Sunday afternoon, when one of the Japanese patients took it into his head that the wide, wide world was the best place for him, suiting action to the word by vaulting over the fence and making a bee-line for Moanaloa.

There was a general chase started, and the deserter was finally captured. He appeared to be extremely terrified, and pleaded with might and main to be permitted to continue his course maudlin.

## COMES IN STYLE TO SEEK HEALTH

**OLD CONFEDERATE OF CAPTAIN  
CARTER IN SAVANNAH  
FRAUDS HERE.**

John F. Gaynor, one of the two contractors commonly referred to as Gaynor and Greene, who with Captain Oberlin Carter of the United States army, were involved in the Savannah harbor improvement frauds, arrived yesterday on the Pacific Mail steamship Mongolia, accompanied by his wife, daughter and son. Mr. Gaynor is in ill health and is here to recuperate his strength. The family occupied the suite-de-luxe on the steamer, although it was not long since that he took the pauper's oath in order to be released from the federal prison at Atlanta, Georgia, where he served four years' imprisonment for the part he took.

The prosecution of Gaynor and Greene attracted widespread attention and grew out of contracts they had for the improvement of Savannah harbor. Their operations, under the name of the Atlantic Construction Company, involved hundreds of thousands of dollars, and caused the downfall of Captain Carter, who was convicted of conspiracy, cashiered from the service and sentenced to several years' imprisonment at Fort Leavenworth prison.

Carter was a member of the Panama Canal commission, a military attaché at London, and one of the most promising officers of the army. The profits which Messrs. Gaynor and Greene and Captain Carter were declared to have shared in the harbor frauds were estimated to be as high as \$2,000,000 during the trial of the three men.

**Took Pauper's Oath.**  
Mr. Gaynor took the pauper's oath, following his release from the penitentiary, and was thus enabled to escape paying \$375,000 fine imposed in addition to his prison sentence.

Gaynor and Greene fled to Canada when they found they were to be arrested. Their extradition was one of the hardest fought legal battles which representatives of the United States ever had to undertake. At that time Carter was about to be released from his five years' imprisonment and it was expected he would take the stand against both Gaynor and Greene. He endeavored to get back some of the funds seized by the United States, which were in his name, amounting to over a quarter of a million dollars, and by some it was estimated the amount was \$750,000. The extradition proceedings of Gaynor and Greene were held in London and finally resulted in the two men being returned to the United States where they stood trial, were convicted and sentenced to prison.

While Captain Carter was in Savannah he was a member of the best clubs and belonged, also, to some in Washington and New York. He was a much-sought dinner guest, besides being himself a royal entertainer. At this period in his career Carter began to spend considerable money. Afterwards it was learned that his expenditures ran up from \$3000 to \$28,000, although his salary as an army officer was about the first figure. He had a fine private yacht, the Angler, which is said to have cost him \$25,000. When his extravagance was questioned it was thought he had a private income from his father-in-law, R. F. Westcott.

(Continued on Page Eight.)

## MAY BUILD NEW MATSON STEAMER

**COMPANY CONSIDERS PLAN FOR  
ADDITION TO FLEET IN  
TWO YEARS.**

A new and much larger Matson boat may be on the run between San Francisco and Honolulu in the next two years, for those whose capital is invested in the Matson Navigation company and undertakings are looking far into the future and see business ahead both in increased freights and much larger tourist traffic. It is known here that E. D. Tenney, of Castle & Cooke, and one of the heavy backers of the Matson company, has given the matter much consideration, but if a boat is to be built he wants one much larger and very much better than even the popular Wilhelmina, which is named after his daughter.

The Matson people have experimented with small boats and then with larger ones. First they entered the field with the Hiloian and Enterprise, and then the Lurline, which was built especially for the Coast-Hawaiian traffic, and basing results upon their experience with the Lurline, built the Wilhelmina, which was designed largely to meet certain peculiar demands of the travel between the Coast and the Islands. The Wilhelmina has splendid passenger accommodations and many of the rooms were planned after the people of Honolulu had had an opportunity to tell the company officials what they would like.

The Wilhelmina carries a heavy cargo, has a certain speed which cannot very well be increased and has accommodations are sufficient for only about 135 cabin passengers. The company realizes that the time is coming when there will be demand for more passenger accommodations and in the proposed new vessel, which is being given some consideration, should have accommodations for at least 225 passengers, be speedy, so that the time between the Coast and Honolulu may be cut down, but with her cargo space not greatly increased.

The Wilhelmina is now on a twenty-eight-day schedule. This gives her time to make the extra run over to Hilo and return here. Carrying a large cargo, her ports and hatches were specially designed to be worked rapidly, and the Wilhelmina is therefore kept on a schedule which is like clockwork. In fact, all the vessels of the Matson line, in all the time they have been running down to the Islands, have maintained a regular schedule, had weather and good, and under all sorts of conditions. To increase the cargo space of a new steamer would only serve to breed opportunities for delay in the schedule.

The opening of the Panama Canal in 1915 may have much to do with shaping a decision of the Matson people to put on another big vessel on the run, for they are of the opinion that the tourist travel is going to be much greater as each year comes around, and that within three years there will be urgent necessity for taking care of the travel, and the Matson people have always shown a disposition to get in, hustle for new business, charter steamers if they need them to transport the freight for which they have contracted, and to build new vessels.

The Matson line now operates the Wilhelmina, Lurline, Honolulu, Hiloian, Enterprise and Hyades.

## MIDSHIPMAN CENTER IS FORCED TO RESIGN FROM NAVAL ACADEMY

By Ernest G. Walker.  
(Mail Special to The Advertiser.)

WASHINGTON, May 31.—Midshipman Center of Hawaii has resigned from the naval academy. He ranked excellent in all his studies, with one exception. His rating in English was 2.45, where the minimum allowed by the academy authorities is 2.50.

There is considerable resentment among prominent Hawaiian people here at Washington that this very slight deficiency in English should have made the midshipman's resignation necessary. His mark for conduct was very high.

**WHY THE CURTAILMENT?**

KANSAS CITY, Missouri, June 13.—When the ouster suit by the State of Missouri against the so-called lumber trust was renewed here yesterday President Long, of the Long-Bell Lumber company, was asked to explain the decided curtailment of the lumber output of the state. He will answer today.

**FOR LORIMER WITNESSES.**

CHICAGO, June 13.—A large number of subpoenas have been issued for residents of this city and other parts of the State to appear as witnesses before the senate committee investigating the bribery charges against Senator William Lorimer.

**THIRTY ARE DROWNED.**

ST. PETERSBURG, Russia, June 13.—An overcrowded ferryboat on the Volga River foundered yesterday, and thirty passengers were drowned.

## DIRECT ELECTION OF SENATORS SOON

**Vote for Amendment to  
Constitution Goes  
Through.**

**PROBE SUGAR TRUST**

**Prosecution of Tobacco  
Trust Officials May  
Be Demanded.**



**VICE-PRESIDENT SHERMAN.**  
Whose vote yesterday carried the amendment for federal supervision of elections.

WASHINGTON, June 13.—Before packed galleries and amid considerable excitement, the resolution for the direct election of United States senators passed in the senate yesterday by a vote of sixty-four to twenty-four.

Senator Bristow's amendment, providing for the federal supervision of elections, was adopted by an exceedingly close vote, Vice-President Sherman casting the decisive ballot in its favor.

**Up to Legislatures.**

The resolution as passed provides that the constitutional amendment making the choice of United States senators by popular vote, instead of by the various legislatures, shall be submitted to the State legislatures. It takes a three-fourths majority of all the legislatures to adopt.

The amendment requiring federal supervision of elections is another step in the centralizing power of the national government, and as such has many opponents.

**Probing Sugar Trust.**

WASHINGTON, June 13.—During the progress of the investigation by the special committee of the house yesterday into the methods of the sugar trust, Mr. Atkins of the American Sugar Refining Company was asked to explain the attempt of the company to acquire control of the Pennsylvania Sugar Company. Mr. Atkins replied that he was uninformed.

Representative James P. Byrnes of South Carolina introduced a resolution directing Attorney-General Wickersham to commence criminal proceedings against the officers of the tobacco trust.

## COURT SUSTAINS THE SEYMOUR INJUNCTION

SAN FRANCISCO, June 13.—Judge Sewell, in department one of the superior court, yesterday, sustained the injunction asked for by Chief of Police John F. Seymour preventing his dismissal by the police commission on certain charges.

Late in the afternoon new charges were filed by the commissioners against Seymour and an effort will be made in court to secure his discharge from office on these accusations.

## IN ELECTRICAL STORM EIGHTEEN ARE KILLED

PHILADELPHIA, June 13.—Three persons were killed and many injured during a terrific electrical and wind storm here yesterday. Telegraph and telephone wires are down and many buildings are damaged.

**Fifteen Dead.**

NEWPORT NEWS, Virginia, June 13.—Fifteen persons met death here yesterday in a violent electrical storm. Much damage has been done, especially along the waterfront.